



RAILROADS.

LOCAL TIME TABLE.

Missouri, Kansas and Texas.

NORTH BOUND. Arrive. Leave.
Mail. 7:30 p.m. 7:45 p.m.
Express. 7:45 p.m. 8:00 p.m.

SOUTH BOUND. Arrive. Leave.
Mail. 8:00 a.m. 8:15 a.m.
Express. 8:15 a.m. 8:30 a.m.

Texas and Pacific.

EAST BOUND. Arrive. Leave.
No. 1, daily. 7:30 p.m. 7:45 p.m.
No. 2, daily. 7:45 p.m. 8:00 p.m.

WEST BOUND. Arrive. Leave.
No. 1, daily. 8:00 a.m. 8:15 a.m.
No. 2, daily. 8:15 a.m. 8:30 a.m.

Transcontinental.

NORTH BOUND. Arrive. Leave.
No. 22. 7:30 a.m. 7:45 a.m.

SOUTH BOUND. Arrive. Leave.
No. 23. 7:45 a.m. 8:00 a.m.

Fort Worth and Denver.

North bound. Arrive. Leave.
South bound. 7:30 p.m. 7:45 p.m.

Gulf, Colorado and Santa Fe.

NORTH BOUND. Arrive. Leave.
No. 1. 7:30 a.m. 7:45 a.m.

SOUTH BOUND. Arrive. Leave.
No. 2. 7:45 a.m. 8:00 a.m.

Fort Worth and Rio Grande.

Fort Worth. Arrive. Leave.
Rio Grande. 8:00 a.m. 8:15 a.m.

Houston and Texas Central.

Express trains. Arrive. Leave.
No. 1. 7:30 p.m. 7:45 p.m.

All the above trains from the Union Depot.
St. Louis, Arkansas and Texas.

Express and mail. Arrive. Leave.
No. 1. 7:30 p.m. 7:45 p.m.

THE RAILROADS.

Fort Worth To Be the Center of Railroad Construction in 1889.

What Hon. John V. Farwell Has to Say About the Capitol Syndicate and Railroad General Notes.

Home Notes.

There is railroad music in the air.

C. P. Fegan of the Washburn spent yesterday in Fort Worth.

Fort Worth will be the center of railroad construction in Texas during the year 1889.

The veteran traveling passenger agent, Charles Galloway, was in Fort Worth yesterday.

H. C. Archer, the traveling passenger agent of the Texas and Pacific, was in Fort Worth yesterday. He still speaks highly of the qualities of Fort Worth as a railroad center.

Hon. John V. Farwell of Chicago, president of the Capitol Syndicate, was in Fort Worth yesterday. He says his company has not bought any railroad franchise and is not in the railroad business, but would like to see railroads built through the syndicate lands.

It is said the Texas and Pacific will make considerable improvement in its service during the present year. One of the changes will be to move the round house farther west and south from its present location, the frame structure to be replaced by a twenty-stall stone and brick house. The Old Reliable can be counted on to do the right thing for Fort Worth.

Texas Western Affairs.

Special to the Gazette.

GALVESTON, TEX., Jan. 3.—The judgment in favor of Boody et al. vs. Elijah Smith, amounting to about \$29,000 was paid yesterday. This payment settles all difficulties connected with the Texas Western Railway Company except the foreclosure suit which is now pending in the United States courts in this city, which is virtually settled by the payment of the above-mentioned sum.

The Texas Trunk.

Special to the Gazette.

AUSTIN, TEX., Jan. 3.—There is a good deal of comment here on the Texas Trunk road, whose charter was filed yesterday. It is concluded that the New York capitalists at the head of the enterprise, from branches they have mapped out, intend to make Marble Falls, in Burnet county, on the Colorado river, a big town. It has immense water power, and is about sixty miles northwest of Austin, to which latter place a branch will be run, probably absorbing the Austin and Northwestern.

CLASSIFICATION.

What the Chairman of the Interstate Commerce Commission Says on the Subject.

PITTSBURG, PA., Jan. 3.—Judge Cooley, chairman of the interstate commerce commission, was in the city to-day en route to Washington. In speaking of the proposed amendment to the interstate law to have one general classification from ocean to ocean Judge Cooley said the railroads are moving with considerable rapidity in regard to classification. They see it is for the interest of all that a system of all classification should be enforced on the different lines. So

their limited field, are monarchs of all they survey.

Of the work which has been done by the great system, the extensions of the Rock Island are the most noticeable.

has built this year 325 miles. The Santa Fe, which built the enormous amount of 1729 miles last year, has the modest record this year of only 174, only a tenth of its last year's record.

Of the other Chicago systems, the Northwestern has built 120 miles, the Burlington 102 miles, the Illinois Central 90 miles, and the Chicago, Milwaukee and St. Paul, which has suffered badly from both the rate wars and the short wheat crop, only five miles.

The St. Paul, Minneapolis and Manitoba has built 312 miles; the Northern Pacific eighty miles, and the Southern Railway 287 miles. In the east the most prominent line is the Canadian Pacific extension toward its future terminus in the province of New Brunswick.

The fact that no new mileage has been built in Iowa during the past year is a significant one. The anti-railroad legislation, which has been so fashionable in a few states of the northwest, and in which Iowa has taken the lead, has, of course, resulted in a sharp check to investments in new railway property in those states.

Railroaders Coming to Reason.

The discussion of the railroad question in the speech of President Adams of the Union Pacific, in the letter of President Roberts of the Pennsylvania, and in recent interviews with other railroad magnates, indicates that the transportation problem may be solved without any retreat from the ground taken in the interstate commerce law. Instead of attempting to make way upon the law, the more judicious of the railroad managers have come to recognize the necessity of obeying its provisions.

One of the most significant indications of the good effects produced by public discussion is the late conference of railroad presidents to fix stable rates of freight on the Western lines and to put an end to the reckless warfare of transportation agencies. Under the provisions of the conference all freight rates were restored to their old basis till the new year, and the establishment of new rates is to be made in future part of the duty of the railroad presidents. A committee composed of trusted men of the several companies will decide upon proposed changes of freight rates and other questions that may be submitted to them from time to time.

This action is involved a confession that too much authority has hitherto been conferred upon irresponsible subordinates. As a result secret rates have frequently been given to transporters in order to draw their trade from opposition lines, and this has been followed by costly railroad wars. Hereafter, under this agreement, railroad presidents will be able to give reasons to their stockholders and to the public when rates of transportation shall be advanced or lowered. If the rates should be advanced, satisfactory to the stockholders in the annual meetings would have an opportunity at least to rescue the management from their hands. They will no longer be able to shift the responsibility for wanton railroad wars.

To say that the interstate commerce act needs amendment is only to admit that it is imperfect, like all other human institutions. But the attempts to amend the law by repealing or modifying the provisions which have been so often abandoned, may as well be abandoned, and it is evident that most of the railroad managers have reached that conclusion. There are, however, one or two points in which the law could be amended to the decided advantage of railroad stockholders and the public. One of these is the enactment of a provision requiring that every change of railroad schedule, whether to reduce or to advance rates of freight, shall be published at least seven days before the change is to take effect. This would prevent favorite transporters familiar with inside railroad operations from taking undue advantage of their superior knowledge. Proclamation of a change of rates ten days in advance of its execution would put all shippers on an equal footing, and it would completely check the secret arrangements that are so disastrous to fair trade.

The other amendment should be the prohibition of the ticket agent's commission abuse. In their recent conference the railroad presidents conceded the justice of the action of the interstate commerce commission in regard to this scandal. It only remains for the law to prohibit and punish what the parties concerned acknowledge to be a great evil. But while the railroad managers graciously defer to public opinion now, when the mischief of this ticket-commission scandal is so flagrant, there has been no guarantee that the abuses will not break out with new fury on the first occasion. When made punishable by law of congress railroad managers will not be so reckless in committing an offense which they concede to be a wrong to their stockholders as well as to the traveling public.

The Contention in Texas.

The decision of the supreme court of Texas in the Gulf, Colorado and Santa Fe Railway vs. the State of Texas, which will be found on another page, is keeping with the prevailing sentiment that a common carrier who transports goods and wares over a rail thoroughfare has no rights that the courts or the public are bound to respect. Texas, more than any other state, owes its financial, commercial, agricultural and social prosperity to the railway; but, ingratitude being the basest feature of the human heart, it is, perhaps, in harmony with the eternal fitness of things that the highest court of the state should emphasize to that characteristic of her people. Millions of foreign capital have sought employment in Texas at the invitation of her citizens, and that it found employment no one can question, for the civilization, the material wealth and the general prosperity of the commonwealth to-day, as compared with a quarter of a century ago, are powerful and unimpeachable witnesses to the enormous growth of Texas, which was made possible by outside capital that was inveigled into the state very much as the fly was persuaded to visit the web of the spider. As for traffic agreements between the roads of Texas circumscribing trade distribution, the evidence that the opposite results have obtained is to be found in every trade center in the state. The roads have made it a point for years to observe a protective policy toward the trade interests of the state, which has given home enterprise great advantage over outside competition, so much so, indeed, that the St. Louis Merchants' Exchange, more especially, has repeatedly filed complaints with the traffic managers of the roads of gross discrimination in the way of rates in favor of Texas firms, and the charges of favoritism have nearly always been well founded, and this action is the reward of the roads for making the state rich and prosperous. Texas is a mighty good state for capitalists to steer clear of.—[St. Louis Trade and Traffic.]

A BARK'S DISTRESS.

A Vessel Runs into Galveston That Had Met With a Disaster at Sea—The Particulars of a Collision.

Special to the Gazette.

GALVESTON, TEX., Jan. 3.—Yesterday evening the British bark, Victor, was sighted off Galveston harbor flying signals of distress. She was approached by the steam lighter Maddox and towed into the inner harbor. To-day her master made the following statement to the customs-house authorities:

"The British bark Victoria of Nassau, N. P., V. R. Lye, master, from Matanzas, Mexico, December 15, loaded with mahogany consigned to J. O. Ward & Co., New York, arrived at this port yesterday in distress, having been in collision and sunk by the American schooner, Quaker City of Philadelphia, W. H. White, master. The accident happened at 9:30 a. m., December 28, in latitude 24.21, longitude 85.13, in the Gulf of Mexico. The schooner was laden with 503 tons of coal and 6081 cases of petroleum. When the collision happened the wind was easterly, blowing a good breeze. The schooner was struck on the starboard quarter and cut down to the water's edge, carrying away her steering gear, after-davits, and breaking the boat so as to render it useless. She commenced to list rapidly and sunk in about two hours after. The crew were taken off by the boats of the bark and arrived here safely having lost nearly all but the clothes they had on. The bark's stern is gone, the bowports stove in, the bulk ends started, the jibboom and head sails all carried away, and is leaking badly. They tried to make passes at the mouth of the Mississippi, but she was making water so freely that they had to keep off before the wind for Galveston, where she arrived yesterday. The schooner Quaker City was a vessel of 484 tons register net, and was built at Bath, Me., in 1879."

A MATTER OF SURPRISE.

The President Said to Have Sent in a New Nomination for District Attorney of Indiana.

INDIANAPOLIS, IND., Jan. 3.—Announcement from Washington to-day that the president had withdrawn the nomination of Leon O. Bailey as district attorney for Indiana and substituted the name of Judge Solomon Claypool of this city, created great surprise when it was first bulletined. It is learned to-night that Judge Claypool received an autograph letter from President Cleveland last Thursday, asking him to come quickly and immediately to Washington. He left the same evening, traveling incognito and registering at Washington, so it is said on good authority, under an assumed name. He had a long conference with President Cleveland, and returned home Saturday night. Not even Acting District Attorney Bailey knew of Claypool's trip to Washington, and Mr. Bailey was loth to believe to-night that his nomination had been withdrawn. Judge Claypool when visited this evening wore an innocent smile, and declared he was surprised at the news of his nomination; said he knew nothing about it; had received no telegram. He treated the matter with great indifference, and attached little importance to the office so long as the attorney-general refused to allow extra compensation in special cases of unusual importance. He had no idea whether he would be confirmed, said he presumed the senate would not confirm any nominations from this time on, and it made no difference to him whether they did or not confirm his appointment.

STATEHOOD FOR WASHINGTON.

The People of That Territory Hold a Convention and Adopt a Petition.

ALLENSBURG, W. T., Jan. 3.—Seventy-five delegates attended the statehood convention which convened here this morning. Ex-Governor Watson presided. A long petition was adopted, praying congress specially to admit Washington with the Idaho Panhandle annexed. The petition sets forth that the people of the territory are fully prepared and willing to shoulder the responsibilities of statehood, having a population of 240,000, a gain of 180,000 in eight years. An address to the people urging the admission of the territory to statehood was read, and it was decided to obtain speedy admission was passed. The Democrats and Republicans are alike for the admission of the territory under the name of Washington, which name the convention favored.

Only on a Visit.

OTTAWA, ONT., Jan. 3.—The government is advised that Arrow Foot, chief of the Blackfoot Indians, who is now on a visit south of the line, does not intend to remove to the United States. Crowfoot is holding his annual pow-wow with the American Indians.

Situation in Quebec Politics.

QUEBEC, P. Q., Jan. 3.—The annulling of the election to the local house of Hon. James McShane and his disqualification for personal bribery by the court of review, has caused a great sensation here, especially among the Irish Catholics, who recognized him as their leader.

Statehood for South Dakota.

ST. PAUL, MINN., Jan. 3.—A special to the Pioneer Press from Yankton, D. T., says the statehood executive committee has issued a call for a delegate convention of counties of Southern Dakota to be held at Huron, January 16, 1889, for the purpose of taking steps to further statehood for South Dakota.

Shot and Killed.

NEW ORLEANS, LA., Jan. 3.—A special to the Picayune from Bayou Sara says: "In an altercation this morning J. T. Irvine, Jr., son of Mayor Irvine, shot and killed Thomas Powell, son of Judge S. J. Powell. Irvine was released on bail."

WEST SUPERIOR STRIKE.

The Dissatisfied Dock Laborers Determined They Shall Not be Supplanted.

WEST SUPERIOR, WIS., Jan. 3.—Last night a number of dock strikers attacked and unmercifully beat with clubs ten Scandinavians who had accepted the reduction of wages made by several coal

companies yesterday. The strikers have not yet returned to work and the St. Paul Pacific dock has shut down. Men are stopped by the strikers from going to work where the wages have been reduced and it is expected bloodshed will follow. The Lehigh Coal Company made a reduction to-day, the net of which is from 20 cents to 17½ cents an hour.

Receiver for a Tobacco House.

ATLANTA, GA., Jan. 3.—Lorillard & Co. have applied for appointment of a receiver of the business of J. J. Hall, an extensive tobacco dealer, claiming that the business was sold out by Hall's guardian without the necessary order from the authorities. Hall has been confined in an asylum.

PERSONAL.

Peter McCallan of Waco was in Fort Worth yesterday.

Justus Goodrich of Chicago is in the city visiting Captain E. B. Daggett.

H. A. Lewis and H. M. Leonard of Dallas spent yesterday in Fort Worth.

N. H. McLaurin, a prominent citizen of Chicago, was in Fort Worth yesterday.

Mrs. T. S. Shirley of Sedalia, Mo., arrived yesterday morning and will spend the winter with her sister, Mrs. Ambrose, at 615 West Tenth street.

Mrs. T. J. Townsend of Bowling Green, Ky., has joined her husband, Dr. Townsend, in this city. Mrs. Townsend will be cordially welcomed to Fort Worth's society.

W. F. Brittingham, Jr., who has been spending the holidays with his parents in this city, left last night for Bryan to resume his studies at the Agricultural and Mechanical College.

LOCALETTES.

No sociables at Singer's dancing school this week. Adult class Saturday night.

Singer's dancing school is open. Get terms at Singer's hall over Pendery's.

The new lodge of Knights of Pythias recently instituted in this city has been named the Ruby.

It begins to look as if the grand Odd Fellows temple will be built, and that it will not be very long until work begins.

There is talk, which counts, of a magnificent club building to be erected in this city. Plans for it have been prepared.

Some twelve postal clerks recently came to Fort Worth to live and looking for neat cottage residences. All of the forty-one clerks are heartily welcomed to the city.

If the new buildings now mentioned are erected in Fort Worth this year, the building record will show over \$2,000,000 planted in brick, iron and stone before January, 1890.

A plow and sulky factory, a clothing factory, a cotton mill, a jute bagging factory, a boot and shoe factory, and another tannery are among the things spoken of for Fort Worth for the year 1889.

Rev. E. T. Anderson of Richmond, Va., who has been delivering lectures to the colored people at the Mt. Gilead Baptist church, has been requested and has consented to repeat his lecture on "Travels in Europe" to-night.

The city council would do a good thing by enforcing the building permit ordinance. City Engineer King is ready to do his part of the work. With a system of building permits it would be an easy matter to keep up with Fort Worth's improvements.

The proposed charter has been printed in pamphlet form and copies have been given Mayor Broiles and the alderman. The mayor said last night that he would call the council together next Tuesday night to consider the charter and transact any other business on hand.

The suggestion made by Alderman Nies at the last council meeting that the city might be able to put in an electric light plant at the waterworks and light the streets at less cost than any one else could do it, is being discussed by the people, and meets with approval.

The GAZETTE has received from Messrs. P. J. Willis & Bro. of Galveston, a very nice calendar in monthly parts, attached to a handsomely lithographed card sheet showing some of the public buildings built and to be built in the island city. The overflowing artesian fountain is not omitted.

There is a general sentiment in Fort Worth that the city should, during the year 1889, erect a high school building commensurate to the needs of this great city, and one of which any city in the country might feel proud. It is probable that something will be done by the council in regard to it.

The representatives of the cities which propose to have base ball clubs in the field this year and who came to Fort Worth to organize a Texas league, did not meet last night as expected, owing to the non-arrival of one or two delegates, but a meeting will be held at 10 o'clock this morning, when the league will probably be formed.

The theater goers are promised a treat to-night, at the matinee to-morrow and to-morrow night. The Webster-Brady Company, one of the best troupes on the road, will present After Dark to-night and at the matinee Saturday, and Rider Haggard's She Saturday night. The scenery will be magnificent. The finest real water scene ever presented in Fort Worth is that in After Dark.

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One Proof Press,

Size 9x14 inches. Good as New.

Three Imposing Stones,

Framed and ready for use. In fair condition. Address,

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Denver, Texas & Fort Worth Railroad.

Shortest line, quickest time from the Gulf of Mexico, Fort Worth and all principal points in Texas to Rocky Mountain resorts and Pacific coast, including Trinidad, Pueblo, Manitou, Colorado Springs, Denver, and Salt Lake and Utah. Daily trains leaving Fort Worth 8:30 a. m., comprising new and elegantly equipped Pullman Palace Sleeping Car and Dining Car service through to Denver, connecting at Colorado Junction points with A. T. & S. F. R. R., D. & G. E., Colorado Midland Railway and Union Pacific Railway.

Rates of Fare from Fort Worth.

To Trinidad \$17.75, to Pueblo \$22.00, to Colorado Springs \$23.00, to Denver \$24.00.

ROUND TRIP EXCURSION RATES!

From Fort Worth to Trinidad and return \$27.00, to Pueblo, Colorado Springs and return \$27.00, to Denver and return \$28.00, to Salt Lake and return \$30.00.

Tickets good for 30 days going and 30 days returning, with lay over privileges, both ways, extreme limit of ticket until October 31, 1888.

Special Excursion Rates.

Made by all railroads in Colorado to persons holding our excursion tickets.

The summer resorts of Colorado are noted the world over, and the scenery over the Denver and Rio Grande Railroad is the grandest on earth.

Tickets on sale via Texas Panhandle Route a all coupon ticket stations in Texas and Louisiana.

Call for information and descriptive matter at F. M. BURROWS, T. P. & G. J. J. BURROWS, City Agent, or W. V. NEWLIN, A. G. P. A., at Main Street, Fort Worth.

TEXAS AND PACIFIC RAILWAY!

The Great Popular Route Between

THE EAST AND THE WEST.

Short Line to New Orleans and all

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Favorite Line to the North,

East and Southeast.

Double daily line of Pullman Palace Sleeping Cars through to St. Louis via the

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See that your ticket reads via the Texas and Pacific Railway. For maps, time tables, ticket rates and all required information call on

J. D. LUSK, Ticket Agent Union Depot, Fort Worth, Texas.

J. A. ZURN, Ticket Agent City office, corner Main and Third streets.

H. C. ARCHER, Traveling Passenger Agent, Dallas.

B. W. McCULLOUGH, General Passenger and Ticket Agent, Dallas, Tex.

J. D. A. GRANT, General Manager.

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THE GREAT "NORTH AND SOUTH TRUNK LINE,"

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Double daily service of elegant Pullman Buffet and Sleeping Cars from St. Antonio and Kansas City and St. Louis.

Don't be deceived, but call for your tickets via the Missouri, Kansas and Texas Railway.

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DOUBLE DAILY TRAINS EACH WAY.

No. 3, fast mail, Denison to Houston in thirteen hours. Through Buffet Sleeping Cars between Galveston and St. Louis and Corcoran and St. Louis via Dallas, Denison and Sedalia. Pullman Sleepers and Drawing room cars between Houston and Austin. Steamship tickets to or from any point in Europe.

Local Time Card, in Effect April 1, 1888, GOING SOUTH DAILY. Leave. Arrive.

No. 4. No. 3. STATIONS. No. 1. No. 2. 8:00 p.m. 4:15 a.m. Denison. 11:00 p.m. 11:30 a.m.

8:25 p.m. 4:40 a.m. Sherman. 10:40 p.m. 11:07 a.m.

4:50 p.m. 5:40 a.m. McKinney. 9:50 p.m. 9:50 a.m.

5:05 p.m. 6:20 a.m. Dallas. 8:30 p.m. 8:30 a.m.

6:05 p.m. 7:00 a.m. Fort Worth. 8:30 p.m. 8:30 a.m.

8:10 p.m. 8:25 a.m. Garrett. 6:50 p.m. 6:50 a.m.

8:20 p.m. 9:30 a.m. Corcoran. 6:30 p.m. 6:30 a.m.

5:40 p.m. 7:00 a.m. Morgan. 10:20 p.m. 10:20 a.m.

9:00 p.m. 9:50 a.m. Waco. 4:50 p.m. 6:50 a.m.

1:20 p.m. 12:45 p.m. Houston. 2:50 p.m. 2:50 a.m.

8:10 p.m. 10:15 a.m. Austin. 4:10 p.m. 7:50 a.m.

8:30 a.m. 2:07 p.m. Brenham. 12:08 p.m. 12:40 a.m.